



**BRIEFING: NOVEMBER 18, 2014, BOARD MEETING AGENDA ITEM # 7**

**TO:** Chairman Richard and Board Members

**FROM:** Scott Jarvis, Deputy Chief Program Manager

**DATE:** November 18, 2014

**RE:** Status Report Regarding the Request for Qualifications for the Design-Build Contract for Construction Package 4 (CP 4) and CP 1, CP 2-3 Progress

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**Background**

The first construction segment of the California High-Speed Rail System identified in the 2012 and 2014 Business Plans runs through the Central Valley and includes the counties of Madera, Fresno, Tulare, Kings and Kern. The California High-Speed Rail Authority (Authority) awarded a contract for design and construction of Construction Package 1 (CP 1), the first 29 miles of the statewide system backbone, in June 2013. The Authority is currently evaluating three proposals, which were received on October 30, 2014, in order to select the contractor for design and construction of Construction Package 2-3, the next 60 miles, by early 2015. Construction Package 4 (CP 4) consists of approximately the next 30 miles of civil works south of Construction Package 2-3 (CP 2-3). A final contract will be entered into for the trackwork along the entire length of the Central Valley segment for Construction Package 5 and procurement activities are to begin in 2015.

The progress made to date with design and construction of CP 1 and procurement activities for Construction Package 2-3 represent meaningful steps towards the goal of successful completion of the Central Valley segment and delivery of the overall Program.

The purpose of this presentation is to provide the Board with an update on the progress of CP 1 and CP 2-3 as well as a status update regarding the release of the Request for Qualifications (RFQ) to interested design-build teams for design and construction of the next construction segment, CP 4.

***CP 1 Progress***

**Design:** The design-builder is progressing designs on segments 1A, 1B and 1C with input from the Authority, Project Construction Manager (PCM), and Independent Checking Engineer (ICE) through workshop and task force meetings. Locations include the following:

- City of Fresno Bridges; a total of one (1) new bridge (Belmont OC - 60% design) will be submitted for review during the next month and five (5) bridges are currently under review.
- City of Fresno roadway packages for Fresno Trench Segment 1 (60%), Fresno Trench Segment 2 (60%), Fresno Trench Segment 3 (60%) and Golden State Blvd & Herndon (ATC Design).
- Madera County Bridges; a total of two (2) bridges will be submitted for review during the next month and two bridges are under review including Fresno River Viaduct (60%) and Cottonwood Creek High-Speed Rail Underpass (60%).
- Madera County roadway packages for Avenue 15 ½ (Final), Avenue 15 (Final), Avenue 12 (Final) and Avenue 9 (Final).
- Guideway Civil package from Avenue 8 to north of Ashlan excluding Herndon ATC (Madera County & Fresno County) & Avenue 17 to Avenue 8 (Madera County).
- 3rd Party designs on segments 1A and 1B with input from the affected Utility owners.

Construction: The design-builder, Tutor-Perini/Zachry/Parsons, a Joint Venture is processing acquired parcels by performing site assessments, pre-construction surveys and hazardous material assessments. A total of thirteen buildings have been demolished and cleared in the City of Fresno. Hazardous material abatement has been completed on several acquired parcels and abatement activities on parcels will continue, including the fire damaged Del Monte building on Tulare Avenue and G Street. The contractor is also continuing development of the staging yard/field office on Golden State Boulevard and implementing Storm Water Pollution Prevention Plan measures on parcels with ground disturbance.

In the month of June alone, 21 prime contractors have worked 139,838 hours, creating the equivalent of 832 new, full-time jobs throughout the program. On CP 1 specifically, 33 Small Businesses have been contracted at a value of \$288 million.

Further milestones reached on CP 1 include a wide array of third party agreements. To date, 45 third-party agreements in support of CP 1 have been executed, including 10 resource agency agreements, 16 agreements with utilities, 4 railroad agreements, 9 agreements with cities and counties, 4 with Caltrans, and 2 for environmental mitigation. Notable agreements include the SR-99 realignment agreement with Caltrans and agreements with PG&E and AT&T for utility relocation. In the last month the Authority has entered into agreements with the City of Fresno for utility relocation and a master agreement Caltrans for work in their right of way.

Additionally, the Authority has made significant progress in securing necessary permits for CP 1 construction. These permits include:

- *Biological Opinion*, U.S. Fish and Wildlife Service, Sept. 14, 2012 (08ESMF00-2012-F-0248), as amended on Sept. 26, 2013 and March 13, 2014;

- *California Endangered Species Act Incidental Take Permit*, California Department of Fish and Wildlife, March 13, 2014(2081-2013-025-04) amended August 21, 2014;
- *Amended Clean Water Act Section 401 Water Quality Certification*, State Water Resources Control Board, March 12, 2014 (SB13001IN) amended April 10, 2014;
- *Clean Water Act Section 404 Department of the Army Permit*, U.S. Army Corps of Engineers, March 13, 2014 (SPK-2009-01483) amended April 15, 2014;
- *Section 1602 Master Streambed Alteration Agreement*, California Department of Fish and Wildlife, March 12, 2014 (1600-2013-0060-R4).
- *Air Impact Assessment Approval*, San Joaquin Air Pollution Control District, June 27, 2013 (C20130103)
- *Phase II Small Municipal Separate Storm Sewer Systems General Permit*, State Water Resource Control Board, November 5, 2014 (5F10M2000258).

### ***CP 2-3 Progress***

On April 2, 2014, the Authority issued a Request for Proposal (RFP) for design-build (DB) services on CP 2-3. On October 30, 2014, three teams submitted proposals; they are: Dragados/Flatiron/Shimmick; Golden State Rail Partnership; and, Tutor Perini/Zachry/Parsons, a Joint Venture. Proposals will be evaluated and scored by the Authority to determine the team offering the best value. The scoring will be weighted 30 percent on technical and 70 percent on price. The contract is estimated at \$1.5 billion to \$2 billion and award is anticipated early next year.

The Authority had previously selected a Project and Construction Management (PCM) team to oversee DB work for CP 2-3. On August 12, 2014, the Authority announced that ARCADIS U.S. Inc. (ARCADIS) was awarded the PCM contract for CP 2-3. ARCADIS was selected after months of interviews and reviews of qualifications during a competitive bidding process among five world-renowned firms. The Board approved moving forward with the contract and the final negotiations are underway.

The Authority continues to move forward with certain pre-construction activities in the CP 2-3 area. To date, the Authority has identified 539 parcels necessary to deliver this construction section. Property acquisition continues to move forward as improvements have been made to the right-of-way process for CP 1, allowing the Authority to strengthen its ability to meet its projected acquisition schedule. To date, the Authority has appraised 247 of the 539 parcels needed for CP 2-3.

Authority staff is also working to secure critical third party agreements and necessary environmental/construction permits for this Construction Package.

### **Discussion**

The Authority was granted in statute the power to enter into contracts, which include the option for design-build contracts in Public Utilities Code section 185036. The approach for selecting and awarding the next design-build contract for CP 4 will be similar to that used for CP 1 and CP 2-3, specifically, a two-phase process designed to obtain the best value for the Authority. In the

first phase, a RFQ is issued and each of the submitting teams is evaluated for their qualifications to perform the work. In the second phase, a RFP is issued to each qualified design-build team with proposals due on a specific date.

Authority staff anticipates releasing the RFQ for the Design-Build contract for CP 4, No. HSR 14-32, by November 20, 2014. CP 4 extends approximately 30 miles through the counties of Tulare and Kern and the cities of Wasco and Shafter. CP 4 is presently bounded by a location approximately one mile north of the Tulare/Kern County Line to the north and Galpin Street to the south, and major work elements in this segment include construction of at-grade and aerial sections of high-speed train alignment. A copy of the RFQ is concurrently presented to the Board for informational purposes, and includes an estimated cost of \$700-\$900 million for the CP 4 segment.

### ***RFQ Process***

As provided in the RFQ, and in accordance with Section 185036 of the California Public Utilities Code, the Authority will request Statements of Qualifications (SOQs) from firms and teams capable of providing design-build services (Offerors) for the development of CP 4. The Authority will evaluate the SOQs it receives in response to the RFQ according to criteria set forth in more detail below, and will establish a shortlist of the most highly qualified Offerors. Offerors shortlisted in response to the RFQ will be invited to submit detailed proposals (Proposals) in response to a RFP, which is the final step in this process. The Authority anticipates selecting a Proposer that offers the best value to the Authority and the State for award of a design-build contract.

### ***RFQ Schedule***

The anticipated schedule for the procurement is as follows:

Issue Request for Qualifications	November 20, 2014
Industry Forum/Conference in Bakersfield, California	December 5, 2014
Deadline for RFI questions regarding the RFQ	January 9, 2015
SOQ Due Date	January 30, 2015

### ***Specific RFQ Elements and Criteria***

The process that Authority staff anticipates to use in evaluating the SOQs will not substantively differ from the process used to qualify teams on CP 1 and CP 2-3. The SOQs will first be reviewed for responsiveness and to ensure financial capacity to deliver CP 4. The evaluation selection criteria include specific elements such that the Authority will be able to qualify the design-build teams best suited for this particular project. The elements the teams will be asked to address, and upon which they will be evaluated, will include:

<b>Technical Evaluation Criterion</b>	<b>Points</b>
<b>PAST PERFORMANCE</b>	35
• Project Experience (25 points)	
• Past Safety Experience (10 points)	

<b>Technical Evaluation Criterion</b>	<b>Points</b>
DESIGN-BUILD TEAM	30
• Organizational and Management Approach (10 points)	
• Key Personnel (20 points)	
PROJECT UNDERSTANDING	35
TOTAL	100 points

The RFQ more specifically delineates the sub-categories of each element in the Technical Evaluation Criterion. Please note that the Project Understanding criteria also include the following section: “Compliance with the Authority’s Community Benefits Agreement including Small Business and targeted workforce requirements. Offeror’s ability to provide SBEs financial and bonding assistance will be evaluated favorably.” The design-build contract for CP 4 will include the Board-adopted 30 percent Small and Disadvantaged Business participation goal adopted by the Authority Board of Directors.

The Authority will retain the ability to shortlist any number of teams it deems to be in the best interest of the State. Only teams that are financially and technically capable will be shortlisted. Offerors will bear all costs of their SOQ submittal and will receive no stipend at the RFQ/SOQ phase of the procurement.

### ***Scope of Work***

The RFQ includes a description of CP 4 and the associated work based on the Final Fresno to Bakersfield Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Notice of Determination/Record of Decision (NOD/ROD). Presently, CP 4 is composed of three alignment subsections: (1) Allensworth Bypass; (2) Poso Creek; and (3) Wasco-Shafter.

The work, services, labor, and materials to be provided and performed by the Contractor include, but are not limited to the following general categories of scope:

- Scheduling
- Utility Investigation, Coordination, Protection, and Relocation
- Demolition and Clearing of Right-of-Way
- Code Assessment
- Completing, Coordinating, Securing Approval, and Executing Final Permitting and Utility Agreements
- Survey and Mapping
- Subsurface Investigations
- Geotechnical Engineering and Seismology
- Final Design
- Estimating
- Value Engineering
- Environmental Mitigation and Environmental Commitments as applicable within the limits of Contract Packages 4
- Construction
- Quality Control and Quality Assurance for Design and Construction

- Community Relations
- Quality Inspection and Testing
- Construction Safety and Security Program
- Preparation of CADD As-Built, inclusive of Consolidated Service Drawings
- Interface Coordination for In-Scope Works as well as future Works by Others
- Coordination with Jurisdictional Authorities (governments, public, and private entities such as utility companies, CPUC, FRA, Caltrans, etc.)
- Coordination with Adjacent Railroads (i.e., BNSF)
- Coordination with Local Communities; Coordination with Adjacent high-speed rail works
- Provision of other related services associated with the design and construction of the Project and necessary to ensure the Project's ultimate readiness for high-speed passenger rail operations

The selected Offeror shall provide final design and construction for the following:

- High-speed rail trackway civil infrastructure, complete in place, up to the top of subgrade, plus an additional protective layer for purposes of protecting installed subgrade, including certain structural embedments, as appropriate, to mitigate/minimize future abortive work, (i.e., anchor bolts, embeds, grounding and bonding, foundations, etc.); and
- Retaining walls, access roads, and subsurface infrastructure (i.e., lateral ductbanks to future systems facilities sites terminated at manholes at high-speed rail right of way) that could be used to integrate with future systems components not in the scope of CP 4.

The scope of work also includes the design and construction of enabling works, such as grade separations. These shall be generally coordinated, designed, and constructed in accordance with the local jurisdictional entity, but shall not undermine the design standards for the high-speed rail alignment located above or below said facility.

The scope of work does not include:

- Construction of trackwork (i.e. ballasted and/or non-ballasted section);
- Passenger station;
- New building construction;
- Right of way engineering, negotiations, and acquisition;
- Soundwalls; and
- Systems work (i.e., Overhead Catenary System poles, foundations, and wires, Traction Power Facilities, Automatic Train Control, etc.).

The RFP will more clearly delineate the project limits and scope of work responsibilities described above. As called for by the Board's policies and procedures, staff will seek Board approval to issue the RFP.

### **Recommendation**

No Board action is requested as this is an informational item only.

### **Attachments**

- Request for Qualifications for Design-Build Contract for Construction Package 4